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1 July 1965 CHIEF

SUPPLY

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting at AFIGO-S on U-2 Standardization

1. On 28 June 1965, a meeting was held in the Pentagon in Colonel Geary's office to discuss the standardization of U-2 configurations and the advisability of purchasing new model U-2's. The following people attended: Colonel Clason Saunders, AFIGO-S, Chairman; Colonel Robertson; Lt Colonel Freas, SPO, Wright-Patterson AFB; Colonel Powell, SAC; Colonel Welch, AFIGO-S; Lt Colonel Moore, SAC; Lt Colonel Brown; Mr. Denard, Warner-Robbins AFB; [REDACTED] Major Cleary, SAC; Captain Smith, SAC.

2. Colonel Saunders opened the meeting with a brief resume of [REDACTED] which is the joint Agency/AFIGO-S paper which relates to future needs for U-2 aircraft.

3. It was generally conceded that if a new aircraft were to be purchased, the name designation should be changed from U-2 to anything else in order to remove the stigma associated with the present U-2's. It seems only logical that a proper USAF designation could be allotted to this proposed aircraft since both the Agency and the Air Force would use it.

4. Considerable time was spent discussing the engine problem. The present J-75 engine supply will support, at most, three more conversions. This would mean that SAC would wind up with three J-75 and eight J-57 aircraft with obvious supply and maintenance difficulties. In any case, the lead time necessary to produce new J-75 engines is sixteen to eighteen months. AFIGO-S reported that there were no surplus J-75 engines in USAF assets available for conversion to the U-2 configuration. If we convert the entire SAC fleet to the J-75 configuration, we will need approximately eighteen new engines. This will provide approximately 90 percent spares.

5. After some discussion of converting the SAC fleet now or buying new aircraft, it was conceded by all concerned that the most economical move would be to buy a new fleet. SAC, however, has a serious problem with their aircraft now being

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flown over Viet Nam since they have a demonstrable need for the higher altitude of the J-75 version. Most of their defensive equipment is now located in external wing pods which further degrade the capabilities of the U-2A. As an interim measure, SAC wants to get rid of the pods and install as much of the equipment as possible inside the airplanes. Colonel Freas was asked by Colonel Saunders to provide a time and cost estimate for modifying the SAC aircraft to carry the canoe on top of their aircraft in order to get rid of the pods. In the meantime, they will continue their program of installing ECM in pods.

6. The following chart lists the system provisions which SAC wants at this time in their present aircraft. The three columns reading from left to right will indicate: (1) the name of the system, (2) the number of systems to be purchased, and (3) the number of aircraft modified to accept that system.

H	3	5
QRC	3	All
Doppler	5	All
13A	4	All
9B	?	All
12B	12	All

7. Colonel Saunders indicated that NRO money is available now if the decision is made to modify the SAC aircraft. The problem still remains to decide whether to modify aircraft now on a piecemeal basis or wait and build a new fleet (assuming the new model will be approved).

8. It was quite evident that SAC and Program B are of one mind concerning standardization of U-2's and the need to procure a new model. We are also of one mind concerning standardization of future configurations, locations of equipment, aircraft wiring, components and spares. To further this rapport we now apparently enjoy, we should take it upon ourselves to advise SAC (Colonel Beerli or Colonel Powell) whenever we have new equipment in a reasonable state of development. In this way, we can not only provide SAC with useful equipment, but we can also take advantage of their recommendations and perhaps gain their support toward purchase of practical quantities of equipment and spares.

9. There is good reason to believe that the SAC aircraft will be modified to the J-75 version if the new model is not approved. The SAC people, at this meeting intimated that they

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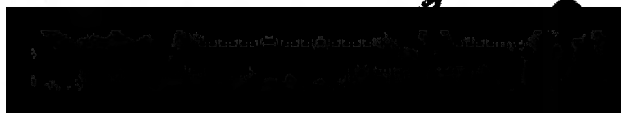
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like the Agency configuration as it now stands. Furthermore, there was every indication from the SAC representatives that the lightweight systems and improvements in the U-2 were the proper way to go in face of today's threats to the U-2.

10. Following this meeting, Colonel Saunders, Colonel Welch and Colonel Freas were given a complete briefing on the lightweight program for the U-2, engine improvements and aircraft modifications. The briefing was given at the Headquarters Building by Materiel Division/OSA.

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Lt. Colonel USAF  
Chief, Plans for Field Activities, OSA

Plans/D/FA/OSA:WAS:lem (30 June 1965)

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